

MINUTES
BROWN COUNTY TRANSPORTATION COORDINATING COMMITTEE
Monday, September 14, 2009
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
9:45 a.m.

ROLL CALL

Sunny Archambault	<u>x</u>	Nick Mahlik	<u>x</u>
Betty Bennett	<u>x</u>	Byia Martin	<u>x</u>
Linda Blohowiak	<u>x</u>	Barbara Natelle	<u> </u>
Diana Brown	<u>x</u>	Jennifer Nelson	<u>x</u>
Brandon Cooper	<u> </u>	Sandy Popp	<u>Exc.</u>
Chris Culotta	<u>x</u>	Cole Runge	<u>x</u>
Pat Finder-Stone	<u>Exc.</u>	Jayne Sellen	<u>Exc.</u>
Chris Hasselbacher	<u>x</u>	Julie Tetzlaff	<u>x</u>
Kathy Hillary	<u> </u>	Mary Van Acker	<u> </u>
Kathy Johnson	<u>x</u>	Vacant – BC Board	<u> </u>

Others Present: Lisa J. Conard and Steve Rosenbaum.

ORDER OF BUSINESS

1. Approval of the June 8, 2009, Transportation Coordinating Committee meeting minutes.

A motion was made by L. Blohowiak, seconded by S. Archambault, to approve the June 8, 2009, Transportation Coordinating Committee meeting minutes. Motion carried.

2. Update on efforts to ensure timely post-appointment rides for disabled hospital and clinic patients.

C. Runge stated that this issue has been discussed at previous meetings.

S. Rosenbaum provided an overview of Medi-Vans' recent experience with post-appointment pick-ups:

- S. Rosenbaum stated that approximately 25-30 paratransit trips are provided to the Aurora BayCare Medical Center each weekday. Client pick-ups are often problematic as the center is very large and has numerous entrance/exit points.
- S. Rosenbaum noted that pick-ups have improved considerably at St. Mary's Hospital. Medi-Vans staff credits the improvement to assistance from hospital volunteers in getting the clients to the pick-up location and the construction of the new main entrance.

- Pick-ups at Bellin Hospital continue to go well.
- Pick-ups at St. Vincent Hospital remain a challenge as clients are often not ready to go or are waiting at another entrance/exit point.
- S. Rosenbaum stated that pick-ups at clinics in general are not as difficult because clinics are typically smaller facilities than hospitals.

C. Culotta suggested that Medi-Vans designate three pick-up spots at the Aurora facility.

S. Rosenbaum stated that he recommends only one be used.

S. Rosenbaum stated that Medi-Vans reservations staff and the drivers verbally provide instructions to the client on where to go after the appointment.

C. Runge stated he was pleased to see improvements were being made in the area of post-appointment pick-ups.

S. Rosenbaum stated that the best example of post-appointment pick-ups occurs at Froedtert Hospital in Milwaukee. Froedtert has a large staff and they communicate with each other via radio. This allows staff to check the location of a client fairly quickly.

S. Archambault suggested that Medi-Vans only use the pick-up location where the fixed route bus serves the Aurora facility.

C. Runge stated that he will investigate methods of improving pick-up efficiency at Aurora and St. Vincent Hospitals.

3. Discussion of support letters and resolutions for the creation of a Regional Transit Authority (RTA).

C. Runge and K. Johnson provided an overview and update on the progress of:

1. **The “100 Bus Bill”** – this would at least partially address the likely loss of approximately \$550,000 in federal operating grant funds after the 2010 census finds that the Green Bay Urbanized Area exceeds 200,000 people. However, the bill’s status is currently unknown.
2. **RTA Enabling Legislation** – this will be necessary to allow the establishment of a new funding source to supplement limited local, state, and federal transit budgets. The combination of federal and state funds, which was at 80% in 1980, is now approximately

57% and this downward trend is expected to continue.

K. Johnson stated that Metro staff has made presentations to the elected bodies of Allouez, Ashwaubenon, Bellevue, De Pere, V. Denmark, and the V. Wrightstown. Metro staff will be making presentations to the Green Bay Common Council on September 15 and to the Village Board in Howard later this month. To date, all of these communities have approved a resolution supporting the establishment of a RTA. K. Johnson stated that Advance (the economic development branch of the Greater Green Bay Area Chamber of Commerce) has verbally supported the concept of a RTA.

C. Culotta asked if a RTA would be county-wide or if it would focus on the metropolitan area.

C. Runge stated that the assumption has been that a RTA would be established for the metropolitan area, but areas outside the metro area could be included in some form.

Discussion occurred on how a RTA would work.

C. Runge stated that the RTA would likely be an autonomous entity. The RTA would likely have a board of directors that is either appointed or elected by the communities participating in the RTA. The RTA could employ staff and drivers itself or contract with the city of Green Bay or others to provide services. These and other details will depend on how the RTA enabling legislation is written and approved.

L. Blohowiak asked about the types of projects a RTA could fund.

C. Runge stated that if a Regional Transportation Authority is created, funding for other transportation projects (street maintenance, trails, bicycle lanes, etc.) could be included. If a Regional Transit Authority is formed, the money raised by the authority would likely be restricted to funding transit operation and capital activities.

S. Archambault stated she supports the concept of a RTA. S. Archambault stated that all forms of human service transportation costs are up too.

S. Archambault asked if a RTA could provide funding for other human service transportation programs.

C. Runge stated that it is possible and that creating a RTA may be the best chance to get the funding necessary to meet the rising demand for specialized transportation services in the area.

C. Runge stated that Metro currently gets funding from Allouez, Ashwaubenon, Bellevue, De Pere, and Green Bay and each community pays its share of transit services through its property tax levy.

C. Runge stated that the regional focus of a RTA will allow routes to be designed to fit

the needs of the people throughout the metropolitan area instead of being designed to fit the budgets of individual communities.

D. Brown asked about the timing of the RTA.

K. Johnson stated that she hoped enabling legislation would be approved in late 2009.

A motion was made by S. Archambault, seconded by J. Nelson, to direct staff to prepare a letter supporting enabling RTA legislation on behalf of the TCC and have the chair of the TCC sign the letter and submit it to Metro staff and the area's state senators and assembly representatives. Motion carried. (Copy of letter attached.)

4. Other matters.

C. Runge summarized the new paratransit boundary map (effective 8-31-2009) that was distributed at the beginning of the meeting. The map illustrates areas where service was removed, stayed the same, or was added.

J. Tetzlaff stated that CP clients appreciate the new service to and from Wal-Mart in De Pere.

L. Blohowiak asked about the progress made in establishing a transportation coalition.

C. Runge stated that the Brown County Mobility Manager, Rhonda Schmitt, resigned and that the Forward Service Foundation hired Rashad Cobb as her replacement. C. Runge stated that staff will discuss this and other issues with Mr. Cobb.

S. Archambault asked if Mr. Cobb's work would focus on low-income based transportation needs only.

C. Runge stated that Forward Service Foundation staff has mentioned that this will be the Mobility Manager's primary mission, but that providing transportation services to everyone is also part of the manager's mission.

B. Bennett stated that she is in favor of the initiatives presented at the meeting.

C. Runge set the next meeting for:

9:45 a.m.
Monday, December 14, 2009
Green Bay Metro Transportation Center
Commission Room
901 University Avenue
Green Bay, WI

5. Adjourn.

C. Runge closed the meeting at 10:50 a.m.

TRANSPORTATION COORDINATING COMMITTEE



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September 22, 2009

Kathy Johnson
Green Bay Metro Paratransit Coordinator/Marketing Manager
901 University Avenue
Green Bay, WI 54302

Dear Kathy:

On September 14, 2009, the Brown County Transportation Coordinating Committee (TCC) voted to support Green Bay Metro's efforts to establish a Regional Transit Authority (RTA).

The members of the TCC represent agencies that serve many elderly and disabled Brown County residents who rely on public transportation to reach jobs, medical care, schools, meal sites, and a variety of other destinations. These agencies have cooperated for many years to develop and maintain transportation programs for their clients using limited financial and other resources. But transportation funding at the federal, state, and local levels has not kept up with the increasing demand for services, and the unfortunate result is that a growing number of trip requests have to be shifted to inconvenient times or simply denied.

As the area's population continues to increase and age, the demand for public transportation options that serve a variety of destinations will increase as well. Establishing an RTA is believed to be the best method of meeting this demand and enabling Brown County's elderly and disabled residents to continue to be independent and productive members of our community.

Thank you for your efforts to improve public transportation services in Brown County. If you have questions, please contact me at (920) 448-6480 or at runge_cm@co.brown.wi.us.

Sincerely,

Cole Runge, Chairperson
Brown County Transportation Coordinating Committee

CR:ll

Cc: Tom Hinz, Brown County Executive
Brown County Transportation Coordinating Committee Members
Chris Phelps, Green Bay Metro General Manager
Senator Robert Cowles
Senator Dave Hansen
Senator Alan Lasee
Representative Garey Bies
Representative Phil Montgomery
Representative Tom Nelson
Representative John Nygren
Representative Al Ott
Representative Jim Soletski
Representative Karl Van Roy
Representative Ted Zigmunt

